

The Hong Kong Daily Press

No. 6209

九月初九年正月光

HONGKONG, MONDAY, OCTOBER 16TH, 1877.

香港開 號五十一月十九

PRICE 2½ PER MONTH

SHIPPING.

ARRIVALS.
October 12, BRISBANE, British bark, 304.
Hastilson, Hastings 22nd September.
" " RUSSELL & CO.
October 12, ONGKEO, British schooner, 210.
H. Morton, Cownan 21st September.
" " SAIL, Cawsons & Co.
October 13, DEUTSCHLAND, German bark,
269. J. Tammann, Newchwang 3rd Oct.
" " ALEXANDER, German & Co.
October 13, NORMAN, British steamer, 606.
A. G. Walker, Swatow 12th October.
General, Kung Achong.
October 13, TARTU, Dutch bark, 365.
Westerland, Newching 3rd October, Beans
Grimm & Co.
October 13, TAIWAN, British steamer, 408.
M. Young, Fowey 10th October.
Amur Life, and Swatow 12th General.
L. L. L. & Co.
October 13, JAPAN, British str., 1,019. W.
Lewis, Shanghai 13th September, and
Swatow 11th Oct. - Wei, Wei, Pusai
& Co.
October 13, YANTONG, British str., 762. E.
Schulze, Shanghai 16th October, COMME-
RICAL - Stansays & Co.
October 14, HONGKONG, Chinese str., 735.
Lamont, Canton 13th October, General.
C. M. S. N. Co.
October 14, OUT OF PERING, American str.,
5,075. Tanner San Francisco 12th Sept.,
and Yokohama 7th October, Malls and
General. — P. M. S. S. Co.
October 14, CLINTON, Ger. bark, 378. Cunard.
Newchwang 4th Oct., Heene - SEM-
SUNG & Co.
October 14, MADAGASCAR, German str., 880.
T. Thun, Whampoa 13th October.
Stansays & Co.
October 14, GEDRY VAN GUYENSTEIN, Dutch
bark, J. El. van Jonk, Bangkok 11th
September, Rice and Wood.
Chinatown, German str., for Singapore.

CLEARANCES.

AT THE HARBOURMASTER'S OFFICE.
October 13, TARTU, British bark, for Manila.
Golden Horn, British steamer, for Haiphong.
Large, British bark, for Foochow.
Nisus, British steamer, for Shanghai.
Bellona, German str., for Singapore.

DEPARTURES.

October 13, YANTONG, British steamer, for
Canton.
October 13, BELLONA, German steamer, for
Seigon.
October 13, NINGPO, British steamer, for
Shanghai.
October 14, EMU, Spanish str., for Manila.

PASSENGERS.

ARRIVED.
Per Nava, str., from Swatow —
200 Chinese.
Per Yanping, str., from Shanghai —
51 Chinese.
Per G. of Peking, str., from San Francisco
and Yokohama.
Mr. and Mrs. Harmon, Messrs. Fang Pak,
Macpherson, and Rev. Bengtson, and 639 Chi-
nese, steerage.
Per G. of China, from Bangkok —
2 Chinese.

REPORTS.

The British schooner *Osward* reports left
Cowan on 21st September, and had fine weather
throughout.

The British steamer *Morna* reports left
Swatow on 12th October, and had light N.E.
winds and fine weather.

The German bark *Denshaw* reports left
Newchwang on 3rd October, and had light winds
and fine weather.

The British bark *Brishawn* reports left
Haiphong on 22nd September, and had N.E.
monsoon set in strong all the way up.

The British steamer *Juno* reports left
Shanghai on 16th October, and had strong
N.W. winds and heavy weather for 24 hours;
after which had a moderate Northerly breeze to
port. Passed the steamer *Anoy* of the
Fisherman's Group.

The Dutch bark *Groen van Grindewer* reports
left Bangkok on 11th September, and experienced
light variable Westerly winds and
weather, and fine weather, on the 10th, N.E.
winds and heavy weather, on the 11th, N.E.
winds, and fine weather, on the 12th, N.E.
winds and heavy weather, on the 13th, N.E.
winds and fine weather, on the 14th, N.E.
winds and fine weather.

The German bark *Canton* reports left New-
chwang on 4th October, and had fresh Northerly
winds and fine weather to Shanghai, then a
heavy rain from the N.W., after which has
weathered to the end of the passage.

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winds and fine weather, on the 14th, N.E.
winds and fine weather.

The British steamer *Tarpon* reports left
Portuguese on 10th October, and had moderate
W.N.W. winds and smooth to Amoy. Left
Amoy on the 11th, and had fresh N.E. winds to
Swatow. Left Swatow on the 12th, and had
fresh N.E. winds and rough sea to Brisker Is-
land; from thence to port moderate N.E. winds
and sea. In Taiwan, H.M.S. Magpie and str.
Hailong. In Swatow, San Marco and Spartan.

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The American steamer *City of Peking* re-
ports left San Francisco on 19th September.
Arrived in Yokohama 3rd October, and left
again on the 7th at 3 a.m. For San Fran-
cisco, via Tientsin, Foochow, Shanghai, and
Hongkong. "Japan, Korea, Sumatra, and
China." Orders for Subscriptions and Advertisements
for that paper will be received at this office.

Hongkong Daily Press Office.
Hongkong, 23rd October, 1877. [803]

NOTICE.
The Undersigned has been appointed
AGENT at Taro Port for THE POS-
ITIVE GOVERNMENT SECURITY LIFE
ASSURANCE COMPANY (LIMITED).
W. H. NOTLEY.
Hongkong, 23rd June, 1877.

THE SECOND COLONIAL SEA AND
FIRE INSURANCE COMPANY OF
BATAVIA.

The Undersigned, having been appointed
Agents in Hongkong for the above Com-
pany, call SPECIAL ATTENTION OF
SHIPPIERS to the low rates of Premium
charged for all manner of trades, besides which a
DISCOUNT OF TWENTY PER CENT. (20%) is allowed
on rights to ports in China, Japan, the Philip-
pines, and the Straits. On rights to all other
ports the Brokerage will be FIFTEEN PER
CENT. (15%) only.

SWATOW SHIPPING.

October 13, ARRIVALS.
4. Chinese Bark, from Shanghai
4. Small British str., from Coast Ports.
3. Douglas, British steamer, from Hongkong.
2. Parades, German bark, from Newchwang.
8. Wags, German bark, from Newchwang.
6. H. Brem, German str., from Newchwang.
9. Atalanta, German str., from Newchwang.
10. Norn, German bark, from Newchwang.
11. Norn, British steamer, from Hongkong.
12. Norn, British steamer, for Coast Ports.
13. Norn, British steamer, for Newchwang.
14. Foochow, British steamer, for Shanghai.
15. Norn, British steamer, for Hongkong.
16. Chento, Chinese gunket, for Hongkong.
17. Douglas, British steamer, for Coast Ports.
18. Chento, British steamer, for Shanghai.
19. Chento, German steamer, for Foochow.

10. Wm. Turner, British bark, for Chafao.

VESSELS WHICH HAVE ARRIVED IN EUROPE
FROM CHINA, JAPAN, AND
MANILA.

(For last Mail's Advice.)

Metelius (a.) Shantung Aug. 24
Omba Manila Aug. 25
Sarah Nicholson Manila Aug. 25
Victor (a.) Foochow Aug. 25
Eliza Shaw Shanghai Aug. 25

NOTICES OF FIRMS.

NOTICE.
THE INTEREST AND RESPONSIBILITY OF
CHARLES AUGUSTUS WILD, EDMUND
HENRY LAYTON, HUGH FRANCIS BANSAY, AND
FRANCIS GILMAN IN OUR FIRM AT HONGKONG
AND FOOCHOW, CEASED ON THE 30th April
1877.

The Firm now consists of WILLIAM STEWART
YOUNG and EDWARD NOTLEY.

TRADE with Spanish Goldmines, attached at
that time to M. BUNTERFIELD & CO.

SWITZERLAND.

Apply to DAVID BASSON, SONS & CO.

Hongkong 15th October, 1877. [1802]

NOTICE.

THE INTEREST AND RESPONSIBILITY OF MR.
F. RAPP IN OUR FIRM CEASED FROM
THIS DAY.

P. BLACKHEAD & CO.

Hongkong, 1st October, 1877. [1808]

NOTICE.

FROM THIS DAY Mr. EDWARD SHEP-
ARD AND MR. M. W. GREEN IS
AUTHORIZED TO SIGN THE NAME OF OUR FIRM
AT FOOCHEW AND AMOY.

Hongkong, 1st October, 1877. [1809]

NOTICE.

THE DWELLING-HOUSE AT WEST
TERACE, SWITZERLAND.

Apply to T. ALGAR,

Hongkong, 4th October, 1877. [1809]

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WAR ITEMS.

ATROCITIES.
St. Petersburg, September 2nd.—The Russian Government has sent to its Ambassadors abroad a despatch saying—"Beside several cases of Turkish barbarities already published, the troops on occupying batteries in Schipka Pass, found three heaps of heads belonging to Russian soldiers, whose mutilated bodies were found in the neighbourhood."

Correspondence with the Russian Army, says that the fortifications at Schipka Pass and one wounded Russian who fell in a place temporarily occupied by Turkish troops was found at evening. From 20 to 30 of these unfortunate men had been decapitated. Several of the bodies were found with feet, hands, eyes, noses, and other parts cut off and the intestines抽出. The heads had been taken into the Turkish camp, where they were forced by Russian soldiers to witness the execution of the victims. The continuation of the massacres and tortures of mutilation had been inflicted while the victims were alive. One body, decapitated and otherwise mutilated, was extended on a litter, where it had been placed when wounded, and not far from it were the bodies of two little children, also decapitated, each of whom bore the name of the Red Cross Society.

ROMANIA'S RACE UP.

LONDON, September 8th, Morning.—The St. Petersburg Gazette's Tashkent correspondent writes that the Emir of Bokhara, considering that Russia, by attacking Turkey, threatens the whole Mohammedan world, has placed his army on a war footing. Russia has advised him to remain quiet in the event of his arrival, and will attack Bokhara, and hopes to defeat the Emir in a few weeks.

OSMAN PASHA.

NEW YORK, September 9th.

The Turkish Minister furnishes the following: In view of the various reports in circulation about the origin of Osman Pasha, the Turkish Legation has the honour to inform the press that the Marshal of that name was born in Asia Minor, of Musulman parents.

FEATURISING.

LONDON, September 10th.—The Daily News' correspondent with the army of the Czaritch, at Banitsa, a few miles from Buda, under date of Friday evening, describes the Turkish occupation of Ablyava on Wednesday last, and the subsequent retreat of the Turks across the Danube, and the reoccupation of Ablyava by the Russians, with a loss of 1,000 men to the latter. There was an armistice on Thursday for the burial of the dead. Russians and Turks fraternise heartily whenever they meet during the armistice. They shake hands, exchanged bread, barrels, trinkets for tobacco, and so forth, and that day the war came to an end like a civilised people. In the morning, on the formation of the armistice, the Russians evacuated Ablyava, finding it useless to attempt to hold out longer—nine battalions against sixty. Late this afternoon the whole division reached Basakli where they bivouac, together with a large part of the Thirty-fifth Division, retreating from Gombrova and Polomava.

BUDAPEST, September 11th.

A despatch dated Tuesday says information has been received from Turnersche that Prakels have been ordered to have everything in readiness for 50,000 Russians, who will march through Turnersche on their way to cross the Danube and enter Servia. Aretz. On the Servia bank everything is prepared for the crossing of the Russians. The Servian Brigades of Belgrad will leave tomorrow for the frontier.

A NEW GOVERNMENT SERVICE.

It is now fourteen years since Sir Charles Wood decided upon the abolition of the Indian Navy. During that period the old Bombay and Bengal Marine had endeavoured to them the dispatch survey, cable laying, dockyard, and local transport work of the Indian Government. Nearly all the officers have been trained in the old Indian Navy, and are therefore familiar not only with the Indian, but also with French and other European navies, and enough to range to Bangkok and Singapore. The Indian Transport Service established in 1868, has brought Royal Navy officers in contact with these Indian Navy men, whose pay being necessarily liberal, in order to meet the exigencies of the life-long service in tropical latitudes, has caused some little envy among Imperial naval officers employed in the Indian Service. At present the Duke of Argyll was some years ago called in to call upon the Government of India to meet an annual charge of £70,000 for the services of Her Majesty's East India Squadron, the employment of which extended from South Africa to the Straits of Malacca and Batavia. The seven battleships have since been increased to 21,000,000 tons, a consequence of extra charges for repairing and fitting out, the result of a shortsighted policy of Sir John Lawrence, Government of the Bomber. Marine had been considerably reduced, thus inviting the extension of the Admiralty demands upon the Indian Examiner. In course of time surveys of coasts and creeks required to be revised, and Captain A. D. Taylor, Assistant Hydrographer to the Admiralty, was selected to organise a special survey of the above three years. Captain Taylor's successor, Mr. Bythesa, was given the command of the seas, gained whilst an officer of the Indian Navy in former times. He has since trained a number of junior officers of the Royal Navy for the continuous work required on the Indian coasts. About the same time the Admiralty received the appointment of Captain Bythesa, and other officers of the Indian Marine to appointments in the navy, the majority of dockyards and the establishment thereof, also a general control of all matters relating to duties not actually under the superintendence of the Admiral holding command on the station. The improvised Lord High Admiral has now nearly accomplished his work in establishing a local navy; and before very long India will be possessed of a fleet of 200,000 tons, equal to that of the United States.

"The Government of India's Naval Service."

The new department will have to get into full swing at once, some practical knowledge of navigation in the Indian seas will be necessary. Therefore it is intended to invite applications from P. & O. B. I. and S. N. and other companies' officers for appointments in the modern Government service. Captain Bythesa is, it is understood, to be retained in the Indian Marine, and the Admiralty will have to make some special arrangements, whilst any nominations he may make for commissions will meet with due consideration.—*Whitfield Review*.

The librarian of the Bodleian Library has refused to allow an undergraduate to read "The Priest in Absolution" at that institution. This decision has been the subject of much discussion at Oxford, and Professor Thord Rogers has written a letter defending the action of the library.

The best story-tellers are the clergy. I am the Catholic for choice, because they put more point into their stories; but, as a matter of fact, the Protestants are not bad. There is a dignitary of the Protestant persuasion who stands deservedly high in the estimation of all who know him—a musician, too, who, albeit he does not sing in the choir, the fiddle he likes to play a Bobinet, and a dandy, and the violin he does he told me the following, which will be appreciated by my musical readers. He was examining some Worcestershire youths, to whom he put the question, "And now boys, how many Creeds are there?" "Three, sir," answered the quickest lad. "And what are they called?" "The Apostles' Creed, Athanasius's Creed, and Rogers's in A."—*Whitfield Review*.

COMMERCIAL INTELLIGENCE.

EXCHANGE.
On LONDON.—Bank Bills, on demand, £3,104.
Bank Bills, at 30 days' sight, £3,103.
Bank Bills, at 6 months' sight, £3,113.
Credits, at 6 months' sight, £3,112.
Demand Bills, at 6 months' sight, £3,112.
Bank Bills, at 3 months' sight, £3,112.
On BOMBAY.—Bank sight, £219.
On CALCUTTA.—Bank sight, £219.
On SHANGHAI.—Bank sight, £72.
Private, 30 days' sight, £72.
SHANGHAI.—Hong Kong and Shanghai Bank Share—15 per cent premium. Union Insurance Society of Canton—\$350 per share.
China Trade's Insurance Company's Shares—\$250 per share.
Yangtze Insurance Association—Tls. 775 per share.
Chinese Insurance Company—\$247 per share.
Hongkong Fire Insurance Company's Shares—\$670 per share.

China Fire Insurance Company's Shares—\$170 per share.

HONGKONG.—Woolmer, Dork Company's Shares—10 per cent discount.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—10 per cent discount.

Shanghai Steam Navigation Company's Tls. 25 per share.

Hongkong Gas Company's Shares—\$75 per share, nominal.
Hongkong Hotel Company's Shares—\$60 per share, nominal.

Chinese Imperial Loan—£103. Ex. 4s 1d.

SALES OF OCTOBER 13TH, AS REPORTED BY CUNIBER.

LONDON.—U.S. SUEZ CANAL.

LONDON.—Woolmer.

LONDON.—Sydenham.

LONDON.—Geo. Croshaw.

LONDON.—Lord Mawson.

NEW YORK.—Isles of the South.

NEW YORK.—Graham.

NEW YORK.—H. J. Neele.

NEW YORK.—McKenzie.

NEW YORK.—Russell & Co.

NEW YORK.—U.S. Sandford.

SAN FRANCISCO, via YAMA.

SAN FRANCISCO, via YAMA.

SAN FRANCISCO.

MELBOURNE AND SYDNEY.

COOKTOWN AND NEW YORK.

SAIGON, HONG KORE, AND SINGAPORE.

SINGAPORE, PENANG &c.

SINGAPORE, BOMBAY &c.

YOKOHAMA.

SHANGHAI.

HAIFONG.

AMOT, TAIWANFOO, &c.

SWATOW, AMOY, & FUCHOW.

YESSO (str.).

CHINAH (str.).

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EXTRACTS.

THE LAST TOKEN.

Had it fail in blossom-time,
Sweetest heart, the cruel blow
Under which the tender life
Trembled first, and then lay low—
I had brought, to dash thy bed,
Gardens of the wasted may—
Fitting balsom of a life
Pain and instead as they—

...ed it been in violet-time
That thy blue eye looked there last,
After the long, answering gaze;
For the loving spirit passed—

I had sought, 'neath sheltering leaves,
Two—the tears that must not flow,
Never truly bloom to day—

Sadly in that hand of snow!

On thy bier the drop red rose,
As a sign of love and pain,

With the stamp'd my token—

For thealytics without stain—

So, in that untroubled sleep—

Mighty but belov'd have been—

Clothed in emblem of a life—

And a beauty yet unseen!

But the earth is wrapt in white,
Still as that art—cold with thee!

Not one blossom for the hand—

Dearst in the world to me—

So—here's one poor rose of June,

Gathered half a year ago—

Dar—dare—dare—yet it means—

What my heart alone can know!

THE FAR WEST OF FORMER DAYS.

There were free-and-easy times. You required little introduction in those days, except an honest face and a little common sense. Many pleasant evenings did we thus pass in the hospitable houses of the old settlers, coming home by the moonlight over snow—or through rain, careless of either, for we had a light conscience and a heavy coat.

Many of those who shared in these now seemingly far-off days may wonder if these light-hearted times can ever come back.

When we used to trudge, with the now dead and vanished men, ten miles on a dark night to pay a visit at some country house in the backwoods, where we used to keep an extra pair of boots. I have still an invitation from some friends in Washington Territory which I may copy for the amusement and instruction of the reader. It runs as follows:—

"Come and stay as long as you're a mind to. We've lots of pork, lots of flour, apples, and cider, half a keg of whiskey, and twain sons and daughters all grown up, and all living at home. But if you think that's not enough company, bring over a couple of your friends—the more the merrier." No wonder the doleful letters now reach us from that once jolly region. The times are changed, and the people are changing with them. There is now no house where spare sheets are kept. The old settlers are dying off; the good old times are gone; and that the 'country is going to dogs' is the conclusion of its North-Western Cassandra!—The Countries of the World. By Dr. Robert Brown.

THE REMOTE FUTURE OF ENGLAND.

In future ages our remote descendants will doubtless marvel at the vast and intricate machinery which we have established for promoting the health of our populations. The time will come sooner or later when the reigns d're of this machinery will have in great measure passed away. When its coal has been all exhausted, and the tide of commerce has swept on to other nations, England will return to its primitive state as an agricultural country. Its crowded town populations, now held together only by their staple productions, will have dissolved, and its fair expanse of fertile land will be the home of some five or six millions of happy, quiet, and sleepy tillers of the soil. Some few other industries may perhaps survive. The salt of Cheshire and the iron of Cornwall may still support a few hundred miners. The pampered merchants of Russia or America may restore to the 'natives' of Richborough their old renown. But in other respects the English nation in the time of its second childhood must content itself with internal commerce. A noble history, a splendid literature, a few gigantic buildings, and a prudery scattered over half the world, will be all that will be left to remind it of its ancient fame. The laws and regulations which are now necessitated by the herding together of our millions of artisans will, perhaps, like the muscles of the human ear, still survive their period of usefulness; and, if the agricultural labourers of the future be given a scientific inquiry, will furnish him with many an interesting problem. The doctrine of Malthus and the anxiety about over-population and death-rates will have been passed on to other nations. With a death-rate of about 12 per 1,000, and a population of some fifty to the square mile, the Englishman of the distant future will take no little practical interest in the systems of state sanitation as we do in the politics of the seventeenth century. Medical Examiner.

THE ROTHSCHILDS.

The original founder of the firm was Meyer Anselm Rothschild—without the noble patrician 'de'—who was born in 1743. The outlook of the early days of this son of the house was anything but propitious, as his parents were poor and of the despised Jewish race, who were treated as outlaws on the Continent at that period as they were in England during the Middle Ages. A humble dwelling in the Judengasse nursed his infancy; and his parents dying when he was only eleven years of age, some benevolent persons of his race sent him to a preparatory Jewish school; whence having received there the bare germs of knowledge, he was sent 'adrift' into the world to earn his own living. The best position he could obtain for some time was a menial office in the house of a trader. Here he slaved on for months; but the informer commercial genius of Rothschild soon worked his way. His mind seemed naturally to take to the study of the coins of different nations, and, teaching himself, he quickly became conversant with the relative values of various judicis and foreign exchanges. A banker of Hanover who dealt with his master, becoming impressed with his aptitude for business, gave him a seat in his office. At the house of his new employer, he devoted himself to improving his position, and succeeded so well that in the year 1750, when he was in his thirty-seventh year, having accumulated some little capital, he returned to his native city, Frankfort, and set up as a banker, or money-changer, on his own account. Rothschild now began to rise in his adopted business, which seemed to come naturally to him; and the shrewdness, punctuality, and uprightness in his dealings having been remarked, many matters of State and public importance with reference to loans were entrusted to his cautious care. In particular, William, Landgrave (afterwards Elector) of Hesse—his lineal ancestor of the consort of our own Princess Alice—made him his banker. In that office he won general esteem by the way in which he saved his patron's funds during invasion of Germany by the French. The Landgrave never forgot this service, allowing Rothschild to use his money whenever he required capital investment in public securities. Thus he laid the foundation for a great firm, and, at his death, in 1812, left it to his large fortune and a European name.—C. G. N. National Portrait Gallery, 1877.

THE SULTAN'S DAY'S WORK.

A salary of \$2,000 a day will appear to those who have but few wants a nice compensation. That is the daily wage of Abdul Hamid, the present Sultan of Turkey, and no sovereign ever earns his money harder. Out of that sum he has moreover, to pay for his own board, fire, and candles; his lodgings alone are free, so that, considering the footing on which his establishment is placed, he must be a man of order and economy. He makes both ends meet with so small an income at his command. There is, indeed, no more diligent or active man in his empire than the Sultan, and it is literally true of him to say that he eats his bread in the sweat of his brow. He gives personal audience to everyone that applies for it whenever it is possible; when not, his first adjutant gives audience for him. The six hundred wives of Abdul Aziz have vanished, and Abdul Hamid finds as much as he can do to meet the milliner's bills of a poor three dozen spouses. This scanty harem leaves him a good deal more time for devotion and State business. He leaves his apartment, and bathes the prison of his soul in tepid water, after which stretches himself full length upon a carpet and breathes a silent morning prayer. He then drinks a cup of chocolate, and proceeds immediately after to the affairs of the State. Despatches are received and sent, reports examined and approved, expenses accounted to, decorations granted, ministers and ambassadors received, and that goes on for several hours. Towards noon a second carpet is spread at the feet of the Ruler of the Faithful, whereon he pray again, and then takes his second breakfast. After that he goes out for a ride or a drive, and when he returns he is at the disposal of his family and the inhabitants of the palace. He gives audience to his brothers and sisters, confers with the chief of the eunuchs on all sorts of delicate subjects, and gives him his orders. The chief of the eunuchs ranks next after the Grand Vizier, and whenever a despatch containing good news from the seat of war comes in, it is he that is charged to read it to the ladies confined to his watchful care. The Imam, or chaplain of the palace, also comes in the evening, and the Sultan prays or reads some pious book with him. Three times in the week the Sultan takes lessons on the piano from a French teacher, M. Paul Dintay—that is, he listens to his teacher playing a few measures, but never plays a single himself. Later in the evening he despatches more State business, and then an hour before midnight, accompanied only by the chief of the eunuchs, he retires to the mysterious recesses of the harem, where it is forbidden to them to enter. The most that can be said of the French police, however, is that they run down a suspected person pretty quickly if they once catch him; and that as close they must be above pecuniary temptation, since no scandal has occurred for many years to suggest the contrary. It must also be said to their credit that they obey the regulation which forbids them from accepting money in reward of services which they render to private persons. They know that any laxity in this matter—even when they have been instrumental in recovering large sums of money from absconding defaulters—might entail dismissal and loss of pension rights.—*Pall Mall Gazette.*

A and he is aware that there is no chance of discovering that unknown colleague, who is possibly a person of good social position who conceals his connection with the police even from his own family. This system is expensive, but it renders collusion almost impossible; moreover, the arbitrary powers of a prefect are so extensive that an unfaithful detective would be dealt with at once without fuss or publicity by being handed over to a judge's instruction, who might keep him in solitary confinement for a twelvemonth, under pretence of investigating a charge against him, after which he would receive orders to quit the country. Notwithstanding all this, politics take up so much of the time of the police that the French detective staff does not certainly render the services which it might, if its energies were directed entirely to that end. Considering that a Frenchman in custody has no means of concealing his identity and antecedents; that further, the secret examining procedure of the judge of instruction fails to worm out from him, by moral torture, a full confession of his crime and disclosures as to his accomplices, it is very difficult to consider that conviction on their discharge is prohibited by the 47th Article of the Code from residing in Paris, and agglomerating into a criminal mass; and that, in addition to all this, the police system of the whole country is centralised in the hands of Government; considering these things, it will be seen that a staff of 200 able detectives might work under circumstances more promising than any to be found in England. The most that can be said of the French police, however, is that they run down a suspected person pretty quickly if they once catch him; and that as close they must be above pecuniary temptation, since no scandal has occurred for many years to suggest the contrary. It must also be said to their credit that they obey the regulation which forbids them from accepting money in reward of services which they render to private persons. They know that any laxity in this matter—even when they have been instrumental in recovering large sums of money from absconding defaulters—might entail dismissal and loss of pension rights.—*Pall Mall Gazette.*

A NARROW ESCAPE.

Imagine the situation. There was still a long distance to be traversed before the Conqueror end of the tunnel could be reached, and behind them was the train less than a mile away. They felt they had no chance of escape. The necessity for continued lapping over the projections delayed them a good deal, but they whispered "courage" to each other, and strove to the utmost for safety. Now the daylight was obscured by the train entering the tunnel, and the terrific roar of the heavy carriage was appalling. The thunder of the train was intensified in that metal tube; the shrill whistle pierced their ears; the engine-driver, with the broken glass of the steam, the tremour of the plates upon which they stood, reverberating through the low tunnel made up a din indescribable. On came the engine, like a monster of destruction, and right in its path hurried the hopeless travellers. That they had perceived they did not doubt, but whether the engine-driver would have time to pull up the train sufficiently to enable them to gain the entrance of the tunnel was a grave doubt. They pressed on, however, slipping, occasionally, gave themselves up for lost. The tremor of the plates increased—the engine was close upon them. Never and never sounded the horrid hissing of the escaping steam. A false step is death. Twenty-four miles away is the entrance; can they reach it? They can see the station, as it is in a frame at the end of the tunnel in the bright sunlight, where they are in darkness and on the point of death. A few yards more, and the engine is close. With a despairing effort they spring forward. The haughty dashes his wife roughly round the wall outside, he stands up rigidly against the metal plates. The train shoots out as he leans back. They are saved!—*Caught in Conqueror's Web, a True Tale of Adventure, a Little Folk.*

THE FRENCH DETECTIVES.

The French detective system flourished in perfect organisation long before England made an attempt to copy it. A century and a half ago the Count de Sartine, Sartine the Great, who was then Minister of Police, was said to be the most skilful detective in Europe. He had a light conscience and a heavy coat. Many of those who shared in these now seemingly far-off days may wonder if these light-hearted times can ever come back. When we used to trudge, with the now dead and vanished men, ten miles on a dark night to pay a visit at some country house in the backwoods, where we used to keep an extra pair of boots. I have still an invitation from some friends in Washington Territory which I may copy for the amusement and instruction of the reader. It runs as follows:—

"Come and stay as long as you're a mind to. We've lots of pork, lots of flour, apples, and cider, half a keg of whiskey, and twain sons and daughters all grown up, and all living at home. But if you think that's not enough company, bring over a couple of your friends—the more the merrier." No wonder the doleful letters now reach us from that once jolly region. The times are changed, and the people are changing with them. There is now no house where spare sheets are kept. The old settlers are dying off; the good old times are gone; and that the 'country is going to dogs' is the conclusion of its North-Western Cassandra!—The Countries of the World. By Dr. Robert Brown.

HONGKONG MARKETS.

AS RECORDED BY CHINES ON THE 13TH OCT., 1877.

AMERICAN DRILLS, 30 yards, per piece	\$2.05 to 2.70	2.70 to 3.00
AMERICAN DRILLS, 1 lbs., per piece	\$3.60 to 3.80	3.80 to 4.00
COTTON TARS, NO. 15 to 24, per 400 lbs.	\$1.90 to 2.00	2.00 to 2.20
COTTON TARS, NO. 33 to 42, per 400 lbs.	\$1.13 to 1.16	1.16 to 1.20
COTTON YARN, BOBBY, 1 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 2 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 3 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 4 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 5 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 6 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 7 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 8 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 9 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 10 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 12 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 15 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 20 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 25 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 30 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 35 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 40 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 50 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 60 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 70 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 80 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 100 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 120 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 150 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 200 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 250 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 300 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 350 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 400 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 500 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 600 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 700 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 800 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 900 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 1000 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 1200 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 1500 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 2000 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 2500 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 3000 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 3500 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 4000 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 5000 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 6000 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 7000 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 8000 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 9000 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 10000 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 12000 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY, 15000 lbs., per piece	\$2.50 to 2.70	2.70 to 3.00
COTTON YARN, BOBBY,		